

**City of Greensboro Planning Department
Zoning Staff Report
February 13, 2006 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: J
Location: 837, 841 & 843 Roberson Comer Road (South side of Roberson Comer Road east of Prestbury Drive and north of the terminus of Tuliptree Drive)

Applicant: Leon M. Napper
Owner: Leon M. Napper & William D. Green

From: RS-12
To: CD-RM-8

Conditions: 1) Uses: Limited to townhomes or condominiums.
 2) Maximum of 26 dwelling units.

SITE INFORMATION	
Maximum Developable Units	26
Net Density	6.4 units per acre
Existing Land Use	Single family dwelling & undeveloped land
Acreage	4.01
Physical Characteristics	<i>Topography:</i> Generally flat <i>Vegetation:</i> Wooded <i>Other:</i> N/A
Overlay Districts	SCOD-2 (southern portion of property)
Historic District/Resources	N/A
Generalized Future Land Use	Moderate Residential
Other	N/A

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
<i>North</i>	Waterford Place Apartments	CD-PDM
<i>South</i>	2 single family dwellings	RS-12
<i>East</i>	4 single family dwellings / Undeveloped	RS-12
<i>West</i>	9 single family dwellings	RS-12

ZONING HISTORY		
Case #	Year	Request Summary
		This property has been zoned RS-12 since July 1, 1992. Prior to the implementation of the UDO, it was zoned Residential 120S.

DIFFERENCES BETWEEN RS-12 (EXISTING) AND CD-RM-8 (PROPOSED) ZONING DISTRICTS
RS-12: Primarily intended to accommodate moderate density single family detached dwellings in developments where public water and sewer service is required. The overall gross density will typically be 3.0 units per acre or less.
CD-RM-8: Primarily intended to accommodate duplexes, twin homes, townhouses, cluster housing and similar residential uses at a density of 8.0 units per acre or less. See Conditions for use limitations and density restriction.

TRANSPORTATION	
Street Classification	Roberson Comer Road – Local Street.
Site Access	One proposed to Roberson Comer Road. The access point will have to meet minimum City of Greensboro Standards.
Traffic Counts	None available.
Trip Generation	N/A.
Sidewalks	Sidewalks are a requirement of the Development Ordinance. 6' sidewalk with a 4' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side of all other street types.
Transit	No.
Traffic Impact Study	Not required per TIS Ordinance.
Street Connectivity	Yes, the extension/connection of Tuliptree Drive is recommended. Please see the Additional Information section of this staff report for the Street Connectivity Policy.
Other	N/A.

ENVIRONMENTAL REVIEW	
Water Supply Watershed	Yes, Site drains to Greensboro Watershed WS III
Floodplains	N/A
Streams	N/A
Other	Maximum percentage of built upon area per watershed density is 70%. Low density development is for sites where the proposed built upon area is from 0-24% of the total site acreage and high density development is from 24-70%. If high density development is proposed all the built upon area must drain and get treated by a State approved device (pond or similar)

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
North	Street Yard - 8' avg. width; 2 canopy/100', 4 understory/100', 17shrubs/100'
South	Interior Yard - 20' avg. width; 3 canopy/100'; 5 understory/100', 17 shrubs/100'
East	Interior Yard - 20' avg. width; 3 canopy/100'; 5 understory/100', 17 shrubs/100'
West	Interior Yard - 20' avg. width; 3 canopy/100'; 5 understory/100', 17 shrubs/100'

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

Growth at the Fringe Goal: Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects rural character, evidences sound stewardship of the environment, and provides for efficient provision of public services and facilities as the City expands. Development will increase density and mix land uses at a pedestrian scale with sidewalks, bikeways, and where possible, public transit.

POLICY 4G.1: Promote compact development.

Housing and Neighborhoods Goal: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

POLICY 6A.2: Promote mixed-income neighborhoods.

POLICY 6C: Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Moderate Residential (6-12 d.u./acre): This category accommodates housing types ranging from small-lot, single-family detached and attached single-family dwellings such as townhomes to moderate density, low-rise apartment dwellings.

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: N/A

Other Plans: N/A

STAFF COMMENTS

Planning: Nearby multifamily developments include:

- 1) The Waterford Place at Lake Jeanette apartments, north of and adjacent to the subject property, consist of 240 units on 20.64 acres (11.6 units/acre)

- 2) Whitehall at Richland Creek townhouses (CD-RM-5 #2414) south of the subject property consist of 150 units on 48.34 acres (3.1 units/acre). This rezoning was approved by the Zoning Commission in October 1994.
- 3) The Grande at Lake Jeanette (CD-RM-5 #2623) west of the subject property consists of 46 units on 10.47 acres (4.4 units/acre). This rezoning was approved by the Zoning Commission in November 1997.
- 4) The Gables at the Grande (CD-RM-8 #2739) north of the subject property consists of 60 units on 8.83 acres (6.8 units/acre). This original zoning was approved by City Council in June 1999.

This request is for approximately 6.5 units per acre. The request is compatible with the Moderate Residential land use classification on the Generalized Future Land Use Map of Connections 2025.

It is also consistent with Comprehensive Plan policies of promoting compact development, promoting mixed-income neighborhoods, and promoting the diversification of new housing.

Staff has also expressed concerns regarding the height and massing (uninterrupted façade length) of future buildings on the subject property. The close proximity of single family dwellings surrounding the subject property may create conflicts with respect to compatibility. In an effort to provide additional screening to negate compatibility concerns, the applicant has informed staff that the following additional condition will be proposed at the public hearing:

- Along the western, southern, and eastern boundary of the property the planting rate shall be 3 canopy trees per 100 linear feet and 5 understory trees per 100 linear feet.

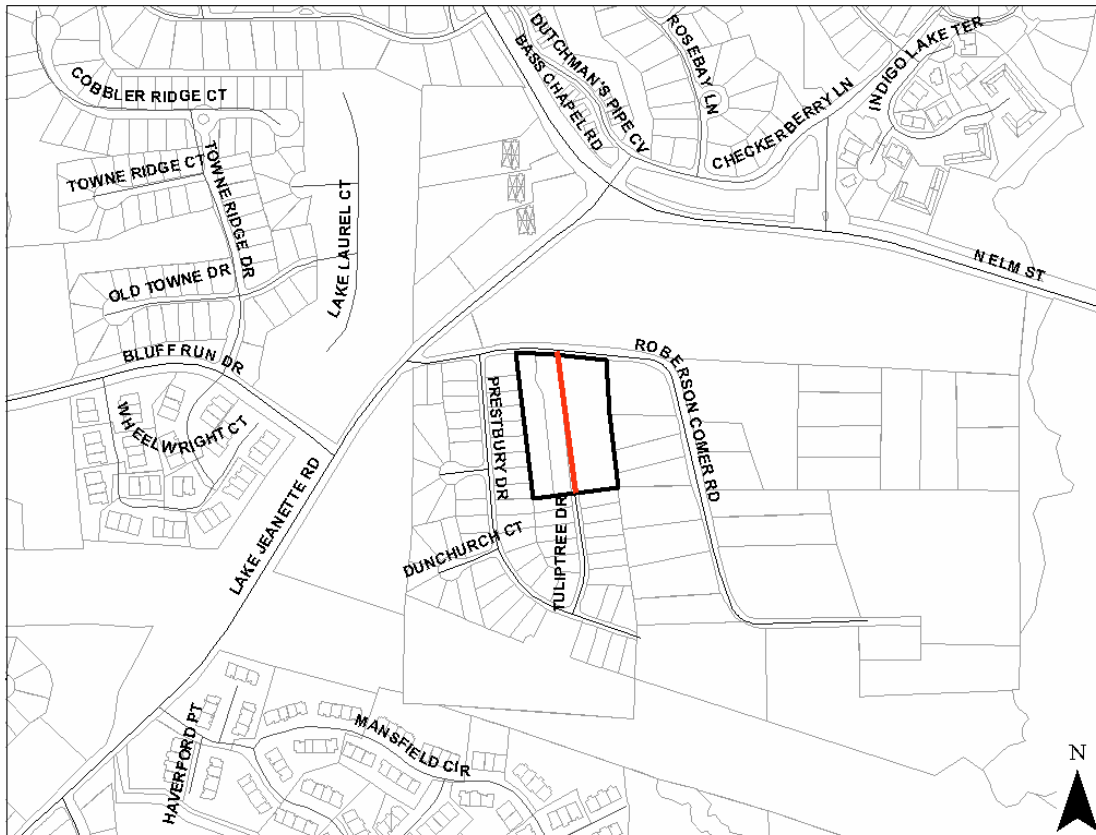
GDOT: No additional comments.

Water Resources: No additional comments.

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends approval.

ADDITIONAL INFORMATION



Street

Connection Policy:

In accordance with Section 30-6, 13.3 (C) of the Greensboro Development Ordinance, street extensions that extend from existing neighborhood through a proposed development site into or through another existing neighborhood shall be evaluated and established based on the following criteria:

1. **Emergency Response Times:**
How much a street connection may decrease emergency response times or enhance emergency vehicle access.
(Fire Department to evaluate, Robert Cudd)

The location of this neighborhood is extremely close to a fire station. However, due to the layout of these streets a connection as shown would reduce response times and provide emergency vehicles a secondary means of access. On dead end streets Fire Dept. access may be eliminated for secondary units if feeder hose is laid down the street.

2. Excessive Block Lengths:
Evaluate current neighborhood block lengths and determine if a street connection is needed.
(Planning Department to evaluate, Steve Galanti)

*****NOTE: This evaluation was made based on the assumption that the Urban Loop would be constructed and that Preswick Drive will be extended with a connection to the eastern portion of Roberson Comer Road.*****

Section 30-6-13.4 (Block Length) of the Development Ordinance requires the following:

A. Maximum block length is fifteen hundred feet (1,500):

The block along the northeast side of Preswick Drive (between the western and eastern portions of Roberson Comer Road) is approximately 1,900 feet. With the connection of the through-street the block would be divided into two segments, one at approximately 1,150 feet and one at approximately 750 feet. The connection would create a situation that fully complies with the Development Ordinance. **Therefore, the connection is recommended.**

B. maximum block perimeter of six thousand (6,000) feet:

The current block perimeter measures approximately 3,620 feet. With the street connection the current block would be divided into two blocks, one with a perimeter of approximately 2,550 feet and the other with approximately 3,100 feet. Although the existing block perimeter complies with the requirements of the Ordinance, having the street connection would create a situation that meets the spirit and intent of the provision than not having the connection. **Therefore, the connection is recommended.**

C. Cul-de-sac Maximum Length: The maximum distance from an intersecting through street to the end of a cul-de-sac shall be eight hundred (800) feet.

"Tuliptree Drive" cul-de-sac would be approximately 500 feet. The connection would eliminate the cul-de-sac. **Therefore, the connection is recommended.**

3. Traffic Congestion:
Existing and/or anticipated street patterns warrant a street connection(s) in order to reduce traffic congestion.
(Greensboro Department of Transportation to evaluate, Carrie Reeves)

The proposed street extension/connection is proposed to be local residential street, and is not anticipated to have any impact on traffic congestion level within the area.

4. Pedestrian:
Existing street and sidewalk patterns warrant a street connection(s) and or sidewalk connection(s) to enhance pedestrian and bicyclist activities.
(Greensboro Department of Transportation to evaluate, Peggy Holland)

The proposed street connection will provide pedestrian and bicycle connection between existing and proposed residential streets.

5. Coordinated Street Plan:
A street connection fits into adopted street plans (thoroughfare plan, collector street plan, and local street plan)
(Greensboro Department of Transportation to evaluate, Carrie Reeves)

There are no adopted street plans for this area.

6. Extraneous Traffic:
Whether or not a proposed street connection(s) would encourage traffic volumes with origins and destinations outside the existing neighborhood or encourage truck traffic to pass through the neighborhood.
(Greensboro Department of Transportation to evaluate, Carrie Reeves)

The proposed street connection is not anticipated to encourage extraneous traffic to utilize this local residential street network.

7. Impacts to Natural Areas:
Whether or not a proposed street connection(s) would adversely affect streams, lakes/ponds, and whether or not there are topographical barriers or unique natural areas.
(Greensboro Department of Transportation, Water Resources Department, and Parks and Recreation Department to evaluate, Virginia Spillman, Mike Simpson)

Parks and Recreation: No adverse affects to streams, lakes or ponds. No unique natural areas shown.

Water Resources: No streams were found onsite. The proposed layout wouldn't adversely affect any drainage way.

8. Impacts to Public Facilities:
Whether or not a proposed street connection(s) would adversely affect other public facilities such as parks, bike trails, nature trails, and natural areas.
(Greensboro Department of Transportation and Parks and Recreation Department to evaluate public facilities, Mike Simpson, Peggy Holland)

Parks and Recreation: No public facilities to be affected.

9. **Public Service Delivery:**
Whether or not a proposed street connection would enhance delivery of public services.
(Greensboro Department of Transportation and Environmental Services to evaluate Carrie Reeves)

GDOT: The proposed street connections will improve the routing and delivery of goods and public services such as solid waste collection, mail/package deliveries, school bus routing, and water/sewer line connections.

Environmental Services: It continues to be the Department's preference to require the connection of all streets to allow ease of service delivery. During the event in which connectivity is not physically possible, it is the preference of the Department to allow adequately sized turnarounds. Such turnarounds should be constructed to the minimum City street design standards.

This recommendation is based on the Department's ability to provide solid waste services. For the solid waste operations, staff is instructed to avoid backing the solid waste vehicles. Five independent solid waste collection services are provided to resident/businesses on a weekly basis. Three of the five services are managed by a single operator, no safety spotter is available to guide the vehicle or assist maneuvering the vehicle safely with its inherent blind spots. The minimum length of the solid waste vehicles is 33 feet. Due to these constraints, operators are instructed to avoid backing and use available constructed turnarounds and paved areas. Supervisory staff notifies residents of obstacles placed within the turnaround locations that prevent the delivery of solid waste services.

Conclusively, solid waste service delivery is enhanced with the City's position to encourage street connectivity.

Public Involvement Procedure:

When, during the rezoning stage, the initial analysis by the City of Greensboro staff indicates a proposed street connection is warranted (based on a review of criteria 1-9) the Zoning Commission meeting will serve as the public hearing for public involvement and information gathering.

When, during the plan review stage, the initial analysis by City of Greensboro staff indicated a proposed street connection is warranted (based on a review of criteria 1-9) and prior to City of Greensboro staff making a recommendation to the Technical Review Committee, an information gathering meeting will be held

with adjacent property owners to seek additional information related to criteria 1-9.

(Greensboro Department of Transportation to coordinate public involvement)

Should a proposed rezoning or an appeal of a TRC plat denial be made, this form (and attached map showing all proposed street connection locations and public involvement summary) will be provided to the Planning Board and City Council for their use and consideration in the appeals process.

Staff Recommendation:

Based on the above information staff sees no reason not to recommend the extension/connection of Tuliptree Drive.

Date: 2/8/06

Name: Carrie S. Reeves, PE

Turn Around Evaluation:

Street: Tuliptree Drive
Limits: Tuliptree Drive stubs into the southern property line of this proposed development
Length: Approximately 500'

1. How important is a permanent turn around at the end of Tuliptree Drive in order for your Department to provide services in a safe and efficient manner? (Please Circle)
 - a. **Critical**
 - b. Very Important
 - c. Somewhat Important
 - d. Not Important at all
2. Does your Department request that a permanent turn around be installed at the end of Tuliptree Drive? (Please Circle)
 - a. **Yes** (If yes please list reasons why your department requests a turn around, please include any departmental standards and policies)
 - b. No

Planning Department: The type of turn around will depend on how the abutting property is developed: 1) If single family lots are to be created on the end of Tuliptree Drive it should be terminated in a cul-de-sac. 2) If the newly created lots will have frontage and access from the new streets created within the proposed subdivision we defer the decision to the Departments which provide service to the lots on that segment of Tuliptree Drive.

Environmental Services: If no through street is developed a permanent structure will be required. Solid waste does not have an alternative to backing at least 75 feet or more. Most services are provided with a single operated vehicle. Blind spots are associated with these vehicles.

Fire Department: Fire code requires any street longer than 150' to have a permanent turn around. The Greensboro Fire Department requires a minimum Cul-De-Sac diameter of 65', or a T/L – shaped turn around w/ the minimum branch length of 50'.

3. If your Department requests a permanent turn around, what type of turn-a-round do you request? (Please circle desired type of turn around)
 - a. **Cul-De-Sac (COG Std. 503)**
 - b. Branch "L" Permanent (COG Std. 502)
 - c. "T"-Type Permanent (COG Std. 502)
 - d. Temporary (COG Std. 502)
 - e. Other

Environmental Services: A cul-de-sac is the preference for the operations of Environmental Services' vehicles. However, a "t" could be managed if adequate space and visibility is provided.

Fire Department: Fire has no preference other than one of the above highlighted permanent turn arounds be installed at the end of streets.

4. Are you aware of any constraints that would prohibit the construction of a turnaround at this location?
 - a. ☐ No
 - b. ☐ Yes (Please list constraints below)